

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:48 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 400 Const Calendar Day: 973 Date: 08-May-2012 Tuesday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 240 SADDLE DIVIDER PLATE BLOCKING; TOWER SADDLE:

ABF ironworker crew consisting of Jim Benninghove, Ryan Evanchik, Tony Miranda, Mike Portillo, Ryan Nash, Jonathan Canites, Mike Draper, and Anthony (AJ) Smaller work all day at the tower saddle on the installation of the blocking at this location. However, Jim Benninghove and Ryan Evanchik leave approximately 0730 and return after 1000 to go work at the north mainspan on cable band erection -> their agreed hours on CCO have 3 fewer hours on CCO while they do that item work on cable bands. Laborers Jose Avila and Victor Hernandez are also at this location to cut timbers for the blocking.

Note that blocks consisting of multiple pieces of wood stacked/shimmed are glued together. The ironworkers use the jacks to slightly open up the space between divider plates to install the blocking and then release the jacks to slightly compress the blocking for a tight fit. The laborers use a chop saw and table saw (purchase price on CCO, not rental/charge for duration of work) to cut the timber blocking to the appropriate size.

Because of an issue with loose timber from drying shrinkage, similar to yesterday, the laborers take the timbers out of the pallet of wood stored on the OBG deck and lay them out individually so they have more exposure for drying prior to taking them up to the work. Additionally, they set up 3 fans to blow air over the timbers (fans not listed on signed Extra Work Agreement). The timbers are brought up to the work area at Elevation 150 by the elevator from Elevation 53 near the OBG deck in several elevator trips during the day as additional timber is needed.

Late in the morning, ABF gets the epoxy that is planned for gluing the timber blocking in place. The ironworkers use the epoxy to glue only the top edge of the timbers. This is so that the timbers do not move if they shrink before the remainder of the epoxy is applied. The vertical surfaces are not epoxied because the epoxy is too fluid and would run all the way down to the strand, because full epoxy work is not needed to secure the timber on an interim basis, and because there is not enough epoxy for so much gluing. I have a conversation at about 1300 with ABF engineer Scott Yeager and a conversation at about 1400 with ABF engineer Levi Gatsos about the issue with the fluid epoxy. Levi says that he will get a gel epoxy that is intended for overhead application for future glue work. Levi also notes that the epoxy necessary for all the glue work at the west deviation, jacking, tower, and east saddles will be over \$1,000. I authorize this expenditure on CCO 240.

Ironworker Tony Costa's crew (Casey Lux, Jacob Meche, Augie Solis, Kevin Radcliff) works all day and CJ Biskner's crew (Stanley Dalie, Matt Cochran, Rene Esquivel) works part of the day at the tower saddle on other operations for compactors and cable bands. The work by these ironworker crews is inspected by



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others. The CCO 240 work potentially interferes with this concurrent work at the tower saddle. CJ Biskner's crew is at the south sidespan where they are pulling in the compactor tugger line from approximately 0900 to 1100. Most of the CCO 240 blocking was done in this area, so it does not interfere with this work. At approximately 0930, the north mainspan tugger for the compactor is removed by Tony Costa's crew, which makes upcoming CCO 240 blocking in this area easier because the ironworkers do not have to work under the tugger. Later in the morning, the tugger for the north sidespan cable band erection is set by Tony Costa's crew, but since the CCO 240 blocking was done in this area, there is no direct conflict. However, with so much work in such a small area, while there is no direct conflict, the CCO 240 operations and the item work do affect each other. In the afternoon, the tugger for the north mainspan cable band erection is set by Tony Costa's crew, and since CCO 240 blocking is ongoing in this area, the CCO 240 operations and item work do affect each other. At about 1615, the south sidespan compactor tugger is removed by Tony Costa's crew. Since most of the CCO 240 blocking was done in this area, the CCO 240 operations and item work do not affect each other there. The other tower work (Tony Costa's crew) is working a 10-hour shift, and the tower elevator operator (Howard Schroyer) is working past 8 hours for both item work and the CCO 240 work.

The DJV visits today to this blocking location to examine the completed work so far. Between 1400 and 1500, DJV Designers George Baker and Sudarshni Ramesh visit. They examine the blocking and take photos.

At the end of the shift (10 hour day, work to 1700, back to Pier 7 by 1730), all blocking at the tower saddle is complete except the last timber blocking at the ends of the north and south cable/troughs going to the mainspans.

CCO 240 SADDLE DIVIDER PLATE BLOCKING; NORTH WEST DEVIATION:

Starting approximately 1100, laborer Luis Diaz goes to the north west deviation saddle to apply epoxy to the blocking, as required by the plans. The epoxy that is being used is a very fluid epoxy and runs downhill as well as seeps into any gaps/cracks in the timber. The upper half of the north west deviation saddle has the blocking epoxied by the end of the day. See the remarks above under the Tower Saddle for the fluid consistency of the epoxy and the change for future work.

CCO 240 AGREED EXTRA WORK ORDER WITH ABF (TOWER SADDLE AND WEST DEVIATION & JACKING SADDLES):

The signed Extra Work Order with ABF is for the following:

Ironworker Foreman Jim Benninghove - 5 hours Reg, 2 hours OT

Ironworker Ryan Evanchik - 5 hours Reg, 2 hours OT

Ironworker Tony Miranda - 8 hours Reg, 2 hours OT

Ironworker Mike Portillo - 8 hours Reg, 2 hours OT

Ironworker Ryan Nash - 8 hours Reg, 2 hours OT

Ironworker Jonathan Canites - 8 hours Reg, 2 hours OT

Laborer Foreman Jose Avila - 8 hours Reg, 2 hours OT

Laborer Victor Hernandez - 8 hours Reg, 2 hours OT

Laborer Luis Diaz - 4 hours Reg, 1 hours OT

20 ton pancake jacks (5 each) - 8 hours Reg, 2 hours OT

14 ton wedge jacks (2 each) - 8 hours Reg, 2 hours OT

1 electric pump and 4 hand pumps for the jacks - 8 hours Reg, 2 hours OT

Chop saw - 8 hours Reg, 2 hours OT

See the attached Extra Work Order - Signed with ABF for CCO 240 work

CCO 185 ANCHORAGE STRAND NEOPRENE PROTECTION, TOP OF OBG:



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Previously, ABF attached neoprene sheets to the underside of the OBG deck floorbeams in the area of the strand per the CCO 185 drawings. This work used bolts that were not per plan, so they were not attached with thread locking compound until the material issue was resolved. The bolts that were used were approved by the CT response to ABF-RFI-002634R01, so today, ABF removes the nuts and applies thread locking compound to the nuts and bolts. There is no Caltrans inspection of this work since I was not notified of it prior to it happening - I was notified after the work was complete. The ironworkers performing this work are from foreman Kevin Karber's crew (includes Dan Hughes, Lance Carlson, Daniel Martinez, and Luis Plancarte).

INSPECTOR OT REMARK:

4 hours OT: 2 hrs in field and 2 hrs in office: Work in the field on CCO 240 blocking at the tower saddle is a 10 hour shift. Work in the field on CCO 240 issues and meetings.